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1. The Stralsund/Helgoland railroad line is scheduled to be completed in 1954. It is expected that approximately 1,000 passengers will be carried daily on this line, the starting off of which was to be completed in 1954. Because of the increased freight work on the line has not yet been started. At the Hagermshe railroad station a passing siding 650 meters was under construction. However, a siding designed for the parking of a mobile transformer plant was being built there. In 1954, the Stralsund/Helgoland railroad station, the terminal of the elevated track system, is to be equipped with two elevated train tracks, two elevated train platforms 100 meters long, as well as a reversing loop and a loading spur. The cost for construction work at the Stralsund/Helgoland station was estimated at 24 million Eastmarks by the Ministry of Railroads.

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2. Large rally will be held in Berlin in June 1954. Railroad authorities were informed that approximately 500,000 people would have to be provided with railroad transportation on this occasion. The Koepenick railroad station was to be reconditioned for this purpose and the Koepenick-Friedrichshagen railroad line was to be double-tracked.

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3. Soviet rail material had been piled up along the Jüterbog-Grossbeeren, the Cottbus-Guben, and the Ratzeburg-Melzen railroad lines for the laying of second tracks.

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4. enlargement of the trackage available at the Puskau railroad station

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was not intended. However, the Cottbus regional railroad headquarters was to assure that the tracks and installations available were in serviceable condition as far as the border. 4

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5. [] a sum of 160,000.- eastmarks had been made available for 1954 for the completion of the Lietzow- Prora - Binz railroad line and for the improvement of safety and signal communication installations on this line. 5

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1. [] Comment. Construction work at the Strausberg railroad station is connected with the large KVP construction project "Aktion oestlich Berlin".
See []

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2. [] Comment. This measure may be connected with preparations for another World Youth Rally to be held on Whitsuntide 6 and 7 June 1954.

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3. [] Comment. Soviet railroad rails have arrived in East Germany since mid-October 1953. A total of 50,000 tons of rails is scheduled to be furnished. The utilization of these rails meets with difficulties because their profile differs from the profile of standard German rails. See []
[] The construction projects mentioned were started last year. With regard to the Justerbog- Grossbehren line, the last section of this line, i.e. the Justerbog - Luckenwalde section, is already being double-tracked. See [] Work on the double-tracking of the Cottbus-Guben line had so far been postponed because of the shortage of rails. See [] Of the Halle- Eisleben line, the Halle - Roeblingen sector was already double-tracked in late 1953. See []

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4. [] Comment. This order was given in view of the imminent completion of the railroad bridge over the Neisse river at Muskau. The completion of this bridge would establish another Neisse river crossing and a connection between Weisswasser and Sagan.

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5. [] Comment. The Lietzow - Binz railroad line on Ruegen island was completed single-track on 18 May 1952. The line mainly serves KVP units stationed in this area. See []

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